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A	. ONLY TWO	J-75 ENGI	NES	EVE	R T	0 S	UFFE	R T	HIS TYPE		
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A. ONLY TWO J-75 ENGINES EVER TO SUFFER THIS TYPE FAILURE IN IDEALIST PROGRAM WERE P-17 CONVERSIONS PRE-VIOUSLY USED IN F-106 PROGRAM.

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- B. THIS ENGINE WAS INSPECTED FOR SHINGLING TWICE
 IN THE 40 HOURS PRECEEDING CRASH. THE LAST
 INSPECTION WAS PERFORMED BY P&W TECH REP UNDER SUPERVISION OF LAC INSPECTOR APPROX 15 HRS PRIOR TO ENG FAILURE.
- C. PRESUMING THAT 25 HR INSP IS VALID; WE MAY HAVE AN UNDEFINED PROBLEM IN THE NO 1 DISC
- D. WE DO NOT HAVE SAME PART NBR DISC IN NO 1 POSITION IN ALL P-17 CONVERSIONS (ENG P611434 HAD PN 310501

Approved For Release 2002/10/25 : CIA-RDP74B00836F00010 CONTROLL CONTROL CONT

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INSTALLED AND ENG P610744 HAS PN 326476 INSTALLED AS EXAMPLE) ALSO PLEASE STATE WHICH PART NUMBER REFERRED TO IN PARA 2 OF REF WIRE.

- E. TWO FAILURES IN TEN POSSESSED ENGS OF THE P-17

 TYPE CONSTITUTES A TREND THOUGH THE TOTAL SAMPLE IS SMALL.
- 2. MA-2 START CARTS HERE ARE IN GOOD CONDITION. ENG P611434 WAS NEVER STARTED WITH THE SMALL POD TYPE CART AFTER INSTALLATION IN ART 384
- 3. IN VIEW OF THE VERY RECENT INSPECTION OF ENG
 P611434 FOR SHINGLING PRIOR TO THIS FLIGHT WE MUST CONCLUDE
 THAT EITHER OUR INSPECTION IS NOT ADEQUATE OR SHINGLING
 DID NOT CAUSE THE PROBLEM.
- 4. REF PARA 5: PRESUME P/N 504301 DISCS ARE FOR NO 1
 POSITION. WHAT IS CAPABILITY TO SUPPORT A QUICK TURN
 APOUND PROGRAM STARTING WITH P-17 CONVERSION ENGS FOLLOWED
 BY P-19 AND P-2

T O P S E C R E T TOR: 290826Z JUNE 66